

Item No. 7

APPLICATION NUMBER	CB/12/02740/FULL
LOCATION	Leighton Linlade (Greenleas) Lower School Kestrel Way, Leighton Buzzard
PROPOSAL	A proposed New single storey Lower School for 330 pupils providing a Nursery, Classrooms, Hall, Kitchen, Office etc. and incorporating associated external works. The school is part of a comprehensive urban extension to the south of the town known as Pratts Quarry.
PARISH	Leighton-Linslade
WARD	Leighton Buzzard South
WARD COUNCILLORS	Cllrs Berry, Bowater & Dodwell
CASE OFFICER	Adam Davies
DATE REGISTERED	01 August 2012
EXPIRY DATE	31 October 2012
APPLICANT	Central Bedfordshire Council
AGENT	QMP
REASON FOR COMMITTEE TO DETERMINE	Call in by Ward Councillor Bowater on behalf of the Town Council in absence of "kiss and drop" lane to prevent parking issues.
RECOMMENDED DECISION	Full Application - Granted

Recommendation

That subject to the completion of a prior Section 106 Agreement to provide for appropriate travel management matters, that the Head of Development Management be authorised to GRANT Planning Permission subject to the following:

- 1 The development shall begin not later than three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

- 2 Prior to the commencement of works relating to the construction of the school building, details of the materials to be used for the external walls and roofs of the school building hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details.

Reason: To protect, as far as possible the character of the locality.
(Policy BE8 S.B.L.P.R).

- 3 Prior to the initial public opening and use of the school site, details of the

boundary fencing to enclose the school site shall be submitted to and approved in writing by the Local Planning Authority. The fencing shall then be installed in accordance with the approved details prior to the initial public opening and use of the school site.

Reason: To protect, as far as possible the character of the locality.
(Policy BE8 S.B.L.P.R).

- 4 Prior to the initial public opening and use of the school site, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented by the end of the full planting season immediately following the initial public opening and use of the school site (a full planting season means the period from October to March). The trees, shrubs and grass shall subsequently be maintained for a period of five years from the date of planting and any which die or are destroyed during this period shall be replaced during the next planting season and maintained until satisfactorily established.

Reason: To ensure a satisfactory standard of landscaping.
(Policy BE8 S.B.L.P.R).

- 5 All external plant, machinery and equipment installed or operated in connection with this permission shall be so enclosed, operated and/or attenuated that noise arising from such plant shall not exceed a level of 5dBA below the existing background level (or 10dBA below if there is a tonal quality) when measured or calculated according to BS4142:1997, at the boundary of any neighbouring residential dwelling.

Reason: To protect the amenities of neighbouring residents.
(Policy BE8, S.B.L.P.R).

- 6 Prior to the initial public opening and use of the school site, a scheme for the installation of external lighting of the site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall ensure that the new lighting does not give rise to light spill into neighbouring dwellings and gardens. The scheme shall thereafter be carried out, completed and retained in accordance with the approved details prior to the initial public opening and use of the school site. No alterations to the external lighting scheme for the site shall take place without the prior written approval of the Local Planning Authority.

Reason: To protect the amenities of neighbouring residents.
(Policy BE8, S.B.L.P.R).

- 7 **Development shall not begin until details of the improvements to the junction of the proposed vehicular access with Kestrel Way have been approved by the Local Planning Authority and no building shall be occupied until the junction has been constructed in accordance with the approved details.**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises.

- 8 The maximum gradient of the vehicular access shall be 10% (1 in 10).

Reason: In the interests of the safety of persons using the access and users of the highway.

- 9 Any gates provided shall open away from the highway and be set back a distance of at least 8.0 metres from the nearside edge of the carriageway of the adjoining highway.

Reason: To enable vehicles to draw off the highway before the gates are opened.

- 10 Before the premises are occupied all on site vehicular areas shall be surfaced in a manner to the Local Planning Authority's approval so as to ensure satisfactory parking of vehicles outside highway limits. Arrangements shall be made for surface water from the site to be intercepted and disposed of separately so that it does not discharge into the highway.

Reason: In order to minimise danger, obstruction, and inconvenience to users of the highway and of the premises.

- 11 Prior to the initial public opening and use of the school site, details of secure cycle storage for residents and cycle parking for visitors shall be submitted to and approved in writing by the Local Planning Authority and the school building shall not be occupied until the approved storage and parking has been constructed in accordance with the approved details.

Reason: In order to promote sustainable modes of transport.

- 12 **No development shall commence until a wheel cleaning facility has been provided at all site exits in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The wheel cleaner(s) shall be removed from the site once construction works have been completed to the satisfaction of the Local Planning Authority.**

Reason: In the interests of the amenity and to prevent the deposit of mud or other extraneous material on the highway during the construction period.

- 13 **Development shall not commence until a scheme detailing provision for on site parking for construction workers for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented throughout the construction period.**

Reason: To ensure adequate off street parking during construction in the interests of road safety.

- 14 Prior to the initial public opening and use of the school site, a School Travel Plan shall be prepared, submitted to and approved in writing by the Local Planning Authority. The plan shall contain details of:

a. plans for the establishment of a working group involving the

- School, parents and representatives of the local community
- b. pupil travel patterns and barriers to sustainable travel
 - c. measures to encourage and promote sustainable travel and transport for journeys to and from school
 - d. an action plan detailing targets and a timetable for implementing appropriate measures and plans for annual monitoring and review

All measures agreed therein shall be undertaken in accordance with the approved plan. Approval of the Travel Plan is also conditional upon Steps 1 to 5 being completed on our online management tool 'iOnTravel' prior to the initial public opening and use of the school site, with the results reviewed on an annual basis and further recommendations for improvements submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of highway safety, to reduce congestion and to promote the use of sustainable modes of transport

- 15 The development shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated September 2012, reference SSFRA-P5854/WW-01 revision 0, compiled by JPP Consulting Ltd, and the following mitigation measures detailed within the FRA:

1. Limiting the surface water run-off generated by the 1:100 year critical storm plus allowance for climate change, so that it will not exceed the rate of 95.8 litres per second, and shall therefore not increase the risk of flooding off-site.
2. Demonstration within the FRA that the impermeable area of the finished development shall not exceed 0.544 hectares in total;

- 16 The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority. Should the designs be altered in such a way that proposes an increase in impermeable surfacing or such that leads to an increase in surface water discharge rates, appropriate measures to mitigate the impacts of this to ensure flood risk does not increase must be agreed in writing by the Local Planning Authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site and to reduce the risk of flooding to the proposed development and future occupants.

- 17 Prior to the creation of any pedestrian / cycle route into the rear of the school site, full details of the rear access arrangements including any associated enclosures to the school site shall be submitted to and approved in writing by the Local Planning Authority. The pedestrian / cycle access arrangements shall then be installed in accordance with the approved details and retained as such thereafter.

Reason: To protect, as far as possible the character of the locality.
(Policy BE8 S.B.L.P.R.).

- 18 The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers M5288/A/001.P0; M52888/A/010.B; M5288/A/101.B; M5288/A/107.B; M5288/A/120.C; and M5288/A/130.A.

Reason: For the avoidance of doubt.

Reasons for Granting

The principle of the development has previously been established as acceptable with the grant of the outline planning permission in 2007 for the development on Sites 15B, 15C and 15D. Subject to the completion of a prior Section 106 Agreement to provide for appropriate travel management matters, the development is considered acceptable in terms of the proposed parking and access arrangements. The proposal would not be detrimental to the character or appearance of the locality or the amenities of neighbouring residents and is in conformity with the development plan policies comprising the East of England Plan (May 2008), the Milton Keynes & South Midlands Sub-Regional Strategy, the Bedfordshire Structure Plan 2011, the South Bedfordshire Local Plan Review, the Bedfordshire & Luton Waste Local Plan 2005, and national advice contained in the National Planning Policy Framework.

Notes to Applicant

1. This permission relates only to that required under the Town & Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.
2. In accordance with Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010, the reason for any condition above relates to the Policies as referred to in the Regional Spatial Strategy (RSS), Bedfordshire Structure Plan 2011 (BSP) and the South Bedfordshire Local Plan Review (SBLPR).
3. The applicant is advised that further information regarding the updating of the School Travel Plan is available from the Sustainable Transport Team, Central Bedfordshire Council, Technology House, Bedford, MK42 9BD.

NOTES

- (1) In advance of the consideration of the application the Committee were advised of consultation received from Highways, Sustainable Transport, Environment Agency and Bedfordshire Police-Architectural Liaison Officer. The Case Officer made additional comments and suggested additional conditions.